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Policies at current rates, payable either  
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ARNHOLD, KARBURG & Co.,  
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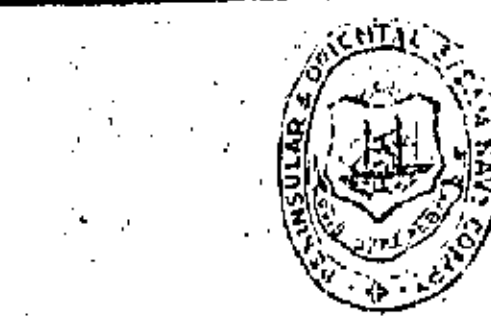
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STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, SUVA, PORT SAID,  
MALTA, GIBRALTAR,  
BRINDISI, TRIESTE, VENICE,  
AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERMAN, and  
GULF PORTS, MARSEILLES,  
HAMBURG, HAMBURG, NEW YORK,  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
CLYDE, Captain HENRY R. R. R., will  
depart for the LONDON direct, via SUEZ,  
CANAL and usual Ports of Call, on  
THURSDAY, the 28th August, at 4 p.m.  
Cargo will be received on board until  
10 a.m. on the day of sailing.

For further Particulars, regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

N.B.—This Steamship takes Cargo and Pas-  
sengers for MARSEILLES.

A. McIVER, Superintendent.

Hongkong, August 18, 1884.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for San  
Francisco, via Yokohama, on FRIDAY,  
the 6th September, at 3 p.m., taking Pas-  
sengers and Freight for Japan, the United  
States, and Europe.

Through Bills of Lading issued for trans-  
portation to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China, or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Free-Paid Re-  
turn Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to Through fares from China and Japan to  
Europe.

Freight will be received on board until 4  
p.m. on the day of sailing. Parcel Packages  
will be received at the office until 5 p.m.,  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco  
should be sent to the Company's Office in  
Solel Envelopes, addressed to the Collector  
of Customs at San Francisco.

For further information, as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50, Queen's Road Central.

F. M. FOSTER, Agent.

Hongkong, August 18, 1884.

## Intimations.

## HOP SHING &amp; Co.,

ENGINEERS, BOILER MAKERS,  
COPPER SMITHS, BRASS & IRON  
FOUNDERS, &c.

WEST POINT IRON WORKS.

HAVING This Day commenced Busi-  
ness, are ready to undertake Work  
of the above Descriptions under the Super-  
vision of an Experienced European.

Orders executed with the utmost despatch  
and at moderate rates.

24th September, 1883.

DRY DOCK AND PATENT SLIP,  
NAGASAKI.

THE Undersigned have been appointed  
Agents for the IMPERIAL GOV-  
ERNMENT DOCK AND PATENT  
SLIP, at Nagasaki, and are prepared to  
supply Tenders for the DOCKING, CLEANING,  
PAINTING, &c., of VESSELS. The DOCKING  
WORKS in connection with the Dockyard are  
under the supervision of experienced En-  
gineers and possess all the necessary ap-  
paratus for REPAIRS to Ships and Machinery.

HOLME, RINGER &amp; Co.

Nagasaki, March, 1884.

## THE TEST OF TIME.

Has been applied to AYER'S PILLS, and they  
have borne it well. For more than forty years  
they have had a world-wide popularity, and  
no other medicine has so long and so successfully  
resisted the test of time. AYER'S PILLS do not  
contain any poisonous or dangerous drugs, and  
are perfectly safe in all cases. They are  
the best medicine for the cure of PILES.  
As a household remedy they have no equal.  
Many of the doctors will have saved by a  
timely dose of AYER'S PILLS.

Dr. J. C. Ayer & Co., Lowell, Mass.  
Sold by all Druggists.

Agents for  
HONGKONG, CHINA AND MALAYA.  
A. S. WATSON & Co.

Hongkong, January 1, 1882.

## Intimations.

## HOTEL DE L'UNIVERS.

WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the  
Public of Hongkong and the Coast  
Ports that he will RE-OPEN  
THE HOTEL DE L'UNIVERS  
on the 1st March.

The whole of the ROOMS have been  
Newly Furnished throughout, and there  
are ROOMS suitable for either MARRIED  
COUPLES or SINGLE PERSONS.

The TABLE will be supplied with the  
BEST market can provide.

The WINES and SPIRITS supplied,  
both of the Pure and Table will be of the  
VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals,  
such as TIPPINS and DINNERS, can  
have ALL REQUISITE information by  
applying to

GEORGE STAINFIELD,

Proprietor.

Hongkong, February 23, 1884.

## 1450 Prizes. 250,000. 1450 Prizes.

THE SYDNEY JOCKEY TURF  
CONSULTATION—1884.

MEMBERS £1.—CLUB.  
To be run on the MEMORIAL RACE COURSE,  
Melbourne, in November, 1884.

Distribution of Prizes, £250,000 each, £2500  
Total £250,000.

First Horse, £2500; Second, £1250; Third, £625;  
Fourth, £312; Fifth, £156; Sixth, £78;  
Seventh, £39; Eighth, £19; Ninth, £9;  
Tenth, £4; Eleventh, £2; Twelfth, £1;  
Thirteenth, £1; Fourteenth, £1; Fifteenth, £1;  
Sixteenth, £1; Seventeenth, £1; Eighteenth, £1;  
Nineteenth, £1; Twentieth, £1; Twenty-first, £1;  
Twenty-second, £1; Twenty-third, £1; Twenty-fourth, £1;  
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Twenty-eighth, £1; Twenty-ninth, £1; Thirtieth, £1;  
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Ninety-first, £1; Ninety-second, £1; Ninety-third, £1;  
Ninety-fourth, £1; Ninety-fifth, £1; Ninety-sixth, £1;  
Ninety-seventh, £1; Ninety-eighth, £1; Ninety-ninth, £1;  
One hundred, £1.

Second Horse, £2500; Third, £1250; Fourth, £625;  
Fifth, £312; Sixth, £156; Seventh, £78;  
Eighth, £39; Ninth, £19; Tenth, £9;  
Eleventh, £4; Twelfth, £2; Thirteenth, £1;  
Fourteenth, £1; Fifteenth, £1; Sixteenth, £1;  
Seventeenth, £1; Eighteenth, £1; Nineteenth, £1;  
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Thirty-seventh, £1; Thirty-eighth, £1; Thirty-ninth, £1;  
Fortieth, £1; Forty-first, £1; Forty-second, £1;  
Forty-third, £1; Forty-fourth, £1; Forty-fifth, £1;  
Forty-sixth, £1; Forty-seventh, £1; Forty-eighth, £1;  
Forty-ninth, £1; Fiftieth, £1; Fifty-first, £1;  
Fifty-second, £1; Fifty-third, £1; Fifty-fourth, £1;  
Fifty-fifth, £1; Fifty-sixth, £1; Fifty-seventh, £1;  
Fifty-eighth, £1; Fifty-ninth, £1; Sixtieth, £1;  
Sixty-first, £1; Sixty-second, £1; Sixty-third, £1;  
Sixty-fourth, £1; Sixty-fifth, £1; Sixty-sixth, £1;  
Sixty-seventh, £1; Sixty-eighth, £1; Sixty-ninth, £1;  
Seventieth, £1; Seventy-first, £1; Seventy-second, £1;  
Seventy-third, £1; Seventy-fourth, £1; Seventy-fifth, £1;  
Seventy-sixth, £1; Seventy-seventh, £1; Seventy-eighth, £1;  
Seventy-ninth, £1; Eightieth, £1; Eighty-first, £1;  
Eighty-second, £1; Eighty-third, £1; Eighty-fourth, £1;  
Eighty-fifth, £1; Eighty-sixth, £1; Eighty-seventh, £1;  
Eighty-eighth, £1; Eighty-ninth, £1; Ninetieth, £1;  
Ninety-first, £1; Ninety-second, £1; Ninety-third, £1;  
Ninety-fourth, £1; Ninety-fifth, £1; Ninety-sixth, £1;  
Ninety-seventh, £1; Ninety-eighth, £1; Ninety-ninth, £1;  
One hundred, £1.

First Horse, £2500; Second, £1250; Third, £625;  
Fourth, £312; Fifth, £156; Sixth, £78;  
Seventh, £39; Eighth, £19; Ninth, £9;  
Tenth, £4; Eleventh, £2; Twelfth, £1;  
Thirteenth, £1; Fourteenth, £1; Fifteenth, £1;  
Sixteenth, £1; Seventeenth, £1; Eighteenth, £1;  
Nineteenth, £1; Twentieth, £1; Twenty-first, £1;  
Twenty-second, £1; Twenty-third, £1; Twenty-fourth, £1;  
Twenty-fifth, £1; Twenty-sixth, £1; Twenty-seventh, £1;  
Twenty-eighth, £1; Twenty-ninth, £1; Thirtieth, £1;  
Thirty-first, £1; Thirty-second, £1; Thirty-third, £1;  
Thirty-fourth, £1; Thirty-fifth, £1; Thirty-sixth, £1;  
Thirty-seventh, £1; Thirty-eighth, £1; Thirty-ninth, £1;  
Fortieth, £1; Forty-first, £1; Forty-second, £1;  
Forty-third, £1; Forty-fourth, £1; Forty-fifth, £1;  
Forty-sixth, £1; Forty-seventh, £1; Forty-eighth, £1;  
Forty-ninth, £1; Fiftieth, £1; Fifty-first, £1;  
Fifty-second, £1; Fifty-third, £1; Fifty-fourth, £1;  
Fifty-fifth, £1; Fifty-sixth, £1; Fifty-seventh, £1;  
Fifty-eighth, £1; Fifty-ninth, £1; Sixtieth, £1;  
Sixty-first, £1; Sixty-second, £1; Sixty-third, £1;  
Sixty-fourth, £1; Sixty-fifth, £1; Sixty-sixth, £1;  
Sixty-seventh, £1; Sixty-eighth, £1; Sixty-ninth, £1;  
Seventieth, £1; Seventy-first, £1; Seventy-second, £1;  
Seventy-third, £1; Seventy-fourth, £1; Seventy-fifth, £1;  
Seventy-sixth, £1; Seventy-seventh, £1; Seventy-eighth, £1;  
Seventy-ninth, £1; Eightieth, £1; Eighty-first, £1;  
Eighty-second, £1; Eighty-third, £1; Eighty-fourth, £1;  
Eighty-fifth, £1; Eighty-sixth, £1; Eighty-seventh, £1;  
Eighty-eighth, £1; Eighty-ninth, £1; Ninetieth, £1;  
Ninety-first, £1; Ninety-second, £1; Ninety-third, £1;  
Ninety-fourth, £1; Ninety-fifth, £1; Ninety-sixth, £1;  
Ninety-seventh, £1; Ninety-eighth, £1; Ninety-ninth, £1;  
One hundred, £1.

First Horse, £2500; Second, £1250; Third, £625;  
Fourth, £312; Fifth